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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. A meeting of transportation directors of offices falling under the jurisdiction of the East German State Secretariat for Chemistry took place in Halle on 2 and 3 October 1953. Also present, were representatives of rail, shipping and highway transportation services, and of various DHZs and DIAs. The agenda included the following three points:
 - a) The 1953 transportation situation;
 - b) Inland shipping;
 - c) Transportation problems of the State Secretariat for Motor Traffic and Road Matters (Staatssekretariat fuer Kraftverkehr und Strassenwesen).
2. The first two speakers, Hans Stein and Bitterlich (fnu), emphasized the difficult position in which East Germany found itself at the time. The development of an orderly transportation system was called a political duty. Bitterlich noted that autumn was approaching with its heavy traffic program, and added that the problem would be further complicated in 1953 by the extra shipments of anthracite (Steinkohle) imports from Poland and the Soviet Union. These imports were needed, because the Reichsbahn was changing over from lignite to anthracite.
3. Bitterlich noted that the Ministry of Traffic (Verkehr) had been dissolved and that in its place, three specialized agencies had been created; the Ministry of Railroads, the State Secretariat for Shipping, and the State Secretariat for Motor Traffic and Road Matters. He cited the following decisions of the East German Council of Ministers:
 - a) To relieve the railroads, the Deutscher Schiffahrts-und-Umschlagsbetrieb (DSU) is to be used in the future to transport all goods which can be sent by water.
 - b) East German Kreise and Bezirke are to conclude relief agreements (Hilfeleistungsvertraege) with the nationalized plants to insure that the population is supplied with goods.

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25 YEAR RE-REVIEW

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- c) Loading and unloading crews are to be formed to meet loading schedules, and to insure the speedy rotation of carriers. These crews are to be drawn from industry and business.
 - d) Firms loading or unloading more than 20 rail cars per day are to organize their own loading crews, which are to be employed uninterruptedly between 1 September 1953 and 5 January 1954.
 - e) On demand, factories are obligated to put their transportation fleets at the disposal of the authorities.
4. Further, Bitterlich announced that this program could not be carried out on the Ministry level, but only by the Bezirke and Kreise. Firms having products to be loaded were directed to report their needs to the local transportation committees. These, in turn, must report the transportation situation daily, between 8:00 and 9:00 a.m., to the Operations Staff. Direct negotiations with the carriers would only lead to chaos. In case of emergency, and when an individual firm cannot procure the necessary shipping space, the Central Transportation Department of the State Secretariat for Chemistry is to be sent a short report concerning the situation, number of cars needed, etc.
5. Shippers were warned to adhere as closely as possible to their transportation plans as submitted. Requirements for cargo space should be submitted to the proper office one month in advance. Where possible, yearly analyses should be submitted. Some plants are able to submit exact requirements for three quarters of the year; others, however, can submit requirements only on a monthly basis.
6. At the meeting, the DIA representatives were told that imports and exports were not to be shipped in the last quarter of 1953. In concluding contracts with foreign countries, DIA was instructed to get the foreign partner to supply the railroad cars.
7. The following specific tasks were assigned to the transportation departments of the various plants:
- a) formulation of short and long-term shipping plans;
 - b) improvement in loading and unloading methods;
 - c) movement of finished and raw materials;
 - d) control of freight;
 - e) utilization of all motor vehicles;
 - f) procurement of needed fuels.
8. Prompt announcement by the Reichsbahn is to be made regarding the availability of cars for Sunday loadings. Representatives of plants stated that despite the promise of the Reichsbahn, few cars or no rolling stock at all had been made available for Sunday loadings. The workers were now refusing to appear on the holiday. The official spokesman also emphasized the value of night loadings and unloadings, but stated that the release of cars for such trips would be granted only after a certificate had been submitted by the security inspectors.

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9. A change was announced in the conditions for renting cars. Previously, the user of a rented car paid the following costs, in addition to the normal rental fee:

- a) Full repair costs and charges for a car in repair, up to 14 days;
- b) Loss of accessories;
- c) Costs for the day of arrival and day of departure;
- d) Five DME for the return of empty cars;

In the future, all the above charges are to be raised by one DME per day.

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10. Any questions of policy which arise in connection with transportation matters are to be referred to the Central Transportation Department of the State Secretariat for Chemistry, which will take them up with the appropriate ministries and state secretariats, as well as with the three transportation offices.¹ It is also planned to revive the Central Transportation Committee for Tank Cars, which was composed of representatives of industry, to avoid unilateral action by the Reichsbahn.

11. A Reichsbahn representative stated that the number of available cars in the railroad car pool was, at the moment, very low. Besides the need for cars to bring anthracite into East Germany, empty rolling stock has to be sent to Rumania, Bulgaria [] for imports. The spokesman stated that placing new cars in service would not improve the situation, because the East German rail net along many stretches is only single track. Additional cars would not shorten the running time but would lead to further confusion. The priority for use of open freight cars has been established as follows: coal, potatoes, beets. Requisitions for cars to carry other cargoes can not always be filled. A second priority system has been established for the use of rolling stock: reparations deliveries were given the highest priority, followed by exports, the return of empty cars, and food shipments.

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1. [] Comment: This Central Transportation Department has existed since March 1953.

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